

# The Hongkong Telegraph.

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MONDAY, DECEMBER

1911.

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第 四 十 二 號

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## TELEGRAMS.

### THE REBELLION.

#### NANKING SURRENDERS.

(Our Own Correspondent.)

Shanghai, Nov. 3.

After the bombardment on Saturday a parley between the forces was held and the Imperialists surrendered Nanking.

General Chang Hsun escaped to Pukou where he demanded a train for the North.

The railway service between Shanghai and Nanking is to open to-morrow.

#### IMPERIALIST SUCCESS.

The Imperialist army from Chihli arrived at Pukou and fought the rebels on Saturday. The Imperialists captured two guns.

#### HITCH INJURED.

Durban, Dec. 3.

Reuter's Brisbane correspondent states that Hiltz, the M.C.C. fast bowler, is confined to two beds with a severe strain in the groin. He will be unable to play in the first test match which commences on Friday.—Reuter.

#### ATTACK ON DERNÄ.

Bombay, Dec. 4.

A thousand Turks and Arabs attacked Derna, but were repulsed by the Italian artillery.—Reuter.

#### A HAPLESS CITY.

Shanghai, Dec. 4.

Nanking is in a terrible state. The houses have been destroyed, there is no food and it is bitterly cold.

#### EXCITEMENT IN SHANGHAI.

Shanghai is excited over the victory. Two newspaper offices have been attacked for publishing the fact that Hanyang had fallen.

#### FINANCIAL WANTS.

The revolutionaries are clamouring for the Customs receipts and securities deposited with the Consular Bail by the Taotai.

South China is at present supplying funds.

## TELEGRAMS.

### THE REBELLION.

#### A TRUCE.

A truce has been declared at Hankow until Dec. 6.

#### PEKING'S FEARS.

Via Durban, Dec. 2, 8.45 a.m.  
Reuter's Peking correspondent advises that the revolutionaries have captured the hills commanding Nanking. The Government fears that if the city falls the rebels will march on Peking.

#### AUSTRIAN REINFORCEMENTS.

Via Bombay, Dec. 3, 7.45 a.m.  
The commander of the Austrian cruiser Kaiser Franz Josef has been authorized to land a hundred men to enforce the guard at Peking if the Austrian Minister desires.—(Reuter.)

#### CONGO REFORMS.

#### STRONG INDICTMENT.

(Service to the Telegraph.)  
Durban, Dec. 3, 8.25 p.m.  
The Brussels correspondent for Reuter states that the Socialist leader, Mr. Vandervelde, has introduced a bill into the Chamber providing for a parliamentary inquiry into the enforcement of reforms in the Congo.

Mr. Vandervelde has published a statement which makes a formidable indictment of the manner in which the reforms are carried out and declares that the laws are loosely administered and that irregularities in the Catholic missions, including the flogging of natives and the manufacture of liquor are going unpunished.—(Reuter.)

#### AUSTRIAN SENSATION.

(Service to the Telegraph.)  
Via Bombay, Dec. 3, 7.30 a.m.  
The retirement of the Chief of the Austrian General Staff (General Hotzendorff) has caused a sensation in Vienna. His resignation is ascribed to differences between himself and Herr Aehrenthal. General Hotzendorff insisted on extensive military measures.—(Reuter.)

## TELEGRAMS.

### HOME POLITICS.

#### NAVAL PRIZE BILL.

(Service to the "Telegraph.")  
While the House of Lords accept the principle, they will reject the Naval Prize Bill embodying the principles of the Declaration of London, on the ground that the measure is of such vital importance that it cannot be rushed at the end of the session.—(Reuter.)

#### THE INSURANCE BILL.

Via Bombay, Dec. 3, 7.45 a.m.  
The "Daily Telegraph" understands that the House of Lords will pass the Insurance Bill without amendment, thus declining the responsibility of the details.

#### GOVERNMENT ATTACKED.

Via Durban, Dec. 2, 10 a.m.  
Lord Lansdowne and Mr. Austen Chamberlain were the chief speakers at a Unionist demonstration held at Derby. Lord Lansdowne, in a vigorous speech, said that with the constitution broken up, public money scattered lavishly, and with the most numerous and most arrogant bureaucracy ever known, the Government were starting on a frenzied career of revolutionary legislation, but Unionists were determined to preserve the union of Ireland and re-establish the Constitution.—(Reuter.)

#### MR. F. E. SMITH.

Via Durban, Dec. 3, 9.5 a.m.  
Mr. Bonar Law has invited Mr. F. E. Smith to take a seat on the Front Opposition Bench.—(Reuter.)

#### THE NAVY.

#### BERESFORD'S VIEWS.

(Service to the Telegraph.)  
Via Bombay, Dec. 3, 7.45 a.m.  
Lord Beresford, speaking at Portsmouth, said he was glad that the new Admiralty Board were going to have a war staff. When it was created he said he would sit still about the navy. These drastic changes, he said, were all due to the Arab-German crisis.—(Reuter.)

## TELEGRAMS.

### BRITAIN AND GERMANY.

#### SIR E. GREY'S SPEECH.

(Service to the "Telegraph.")  
Via Durban, Dec. 3, 9.5 a.m.  
The Berlin correspondent of Reuter wires that the official "Norddeutsche," hitherto silent with regard to the speech of Sir Edward Grey, the British Foreign Minister, today states that it prefers to await supplementary explanations in the next Reichstag debate on the agreement before commenting on Sir Edward Grey's attempt to justify the British doubts of German assurances and intentions respecting Morocco.—(Reuter.)

#### A HAPLESS FAMILY.

#### MARQUIS OF WATERFORD DROWNED.

(Service to the "Telegraph.")  
Via Bombay, Dec. 3, 7.30 a.m.  
The Marquis of Waterford was found drowned in the river Clodiach, near his residence at Carraghmore. The Marquis had been hunting yesterday, and on his return paid his customary visit to the kennels before dinner. He then disappeared. A search was carried out all night, and on the following day his body was found in the swollen river between the kennels and the house. The night was exceptionally dark.—(Reuter.)

Via Durban, Dec. 3, 9.5 a.m.  
The verdict at the inquest on the body of the Marquis of Waterford was accidental death. It is a melancholy coincidence that both his father and his great-grandfather met with violent deaths as the result of accidents in the hunting field.—(Reuter.)

(The late Marquis, who succeeded his father in 1896, was only thirty-six years of age. He married Lady Destrice Frances Fitzmaurice, youngest daughter of the Marquis of Lansdowne, and left two sons and three daughters. The Earl of Tyrone, who is only ten years of age, is the heir to the title.)

#### HUNTING ACCIDENT.

(Service to the "Telegraph.")  
Via Durban, Dec. 2, 8.15 p.m.  
Sir John Baker, M.P. for Portsmouth, was thrown from his horse and killed in the hunting field. He received a slight concussion of the brain.—(Reuter.)

## TELEGRAMS.

### THEIR MAJESTIES.

#### THE LANDING.

(Service to the "Telegraph.")  
Via Bombay, Dec. 3, 7.30 a.m.  
Reuter's correspondent at Bombay wires that the Medina arrived amid brilliant sunshine. The beautiful harbour was alive with craft, all of which were decorated. The enthusiasm was memorable. The Viceroy and officials welcomed their Majesties, who landed during the afternoon. They proceeded through vast crowds along the brilliantly decorated streets. After circling the city their Majesties returned to the Medina.—(Reuter.)

Bombay, Dec. 4.

Reuter's Bombay correspondent reports that their Majesties yesterday landed and lunched at Government House. They attended the service in the Cathedral in the evening.—Reuter.

#### THE NAVAL RACE.

#### GERMAN VIEW.

(Service to the Telegraph.)  
Durban, Dec. 3.  
Reuter's correspondent at Berlin states that the influential conservative "Post" offers the opinion that Britain and not Germany has reached the end of her tether in the matter of naval construction. It questions whether Britain will be able to carry out the principle of two keels to one, if Germany lays down four or five capital ships per annum, without enlisting foreigners or establishing conscription.—Reuter.

#### THE WAR.

#### ITALIAN VICTORY.

(Service to the "Telegraph.")  
Via Bombay, Dec. 3, 7.30 a.m.  
The Italians at Tripoli drove off a considerable force of Turkish regulars and Arabs at the point of the bayonet. The artillery also shelled the fugitives. The Italian casualties amounted to eight killed and seven wounded. The Turkish losses were heavy.—(Reuter.)

## TELEGRAMS.

### CRICKET.

#### ENGLAND V. QUEENSLAND.

(Service to the "Telegraph.")  
Via Durban, Dec. 2, 11.30 a.m.  
About seven thousand spectators were present when the match between the M.C.C. team and Queensland, at Brisbane, was resumed. There was a hot sun, tempered, however, by a refreshing breeze. The wicket was perfect. Overnight the M.C.C., replying to Queensland's 290, had made 62 for two. They now carried their innings to 275, Mend scoring 79 and Rhodes 64 not out. Commencing their second innings with a lead of 15, Queensland stood with 65 on the board for the loss of two wickets when stumps were drawn.—(Reuter.)

#### WRESTLING.

#### THE WORLD'S CHAMPIONSHIP.

(Service to the "Telegraph.")  
Via Durban, Dec. 3, 9.5 a.m.  
Reuter's correspondent at Kansas City states that a match for the world's wrestling championship, in the catch-as-catch-can style, has been arranged for December 27 between Alce Monroe, of England, and Frank Gotch, of America, the present holder of the title. The purse will be \$10,000.—(Reuter.)

#### PERSIA.

#### POLITICAL MURDERS.

(Service to the Telegraph.)  
Via Durban, Dec. 2, 8.45 a.m.  
A message from Reuter's correspondent at Teheran states that Mousir Dowlat, a former opponent of the constitutional movement, has been assassinated.—(Reuter.)  
Via Durban, Dec. 3, 9.5 a.m.  
Reuter's Teheran correspondent reports that Hadji Mohammad Taghi, a reactionary, was assassinated yesterday morning. It is also reported that Prince Firman Fikr, has been assassinated at Kasvin.—(Reuter.)

## TELEGRAMS.

### LABOUR AND DYNAMITE.

#### McNAMARA BROTHERS PLEAD GUILTY.

(Service to the Telegraph.)  
Via Durban, Dec. 2, 8.45 a.m.  
Reuter's correspondent at Los Angeles states that James McNamara pleaded guilty to the murder of one of the twenty-one victims of the dynamiting outrage at the Los Angeles "Times" office in October, 1910. His brother, John McNamara, pleaded guilty to destroying the Llewellyn ironworks. The sentences on the prisoners were deferred.—(Reuter.)  
Via Durban, Dec. 3, 9.5 a.m.  
A Los Angeles message states that Mr. Gompers, the President of the Federation of Labour, has expressed his astonishment that the confession of the McNamaras should so have impressed on the credulity of Labourites, who have collected thousands of dollars for the defence.—(Reuter.)

#### GERMANY'S NAVY.

#### HUGE APPROPRIATION.

(Service to the Telegraph.)  
Via Durban, Dec. 3, 10 a.m.  
It is rumoured in Berlin that the Reichstag is to be asked to vote eighteen millions sterling for the navy, to be spread over a period of six years.—(Reuter.)

#### A SUFFRAGE "MARTYR."

#### APPEAL FROM CONVICTION.

Bombay, Dec. 4.  
Mrs. Pethick Lawrence, who was sentenced to imprisonment for a month for assaulting policemen in connection with a Womanhood Suffrage raid, has been released on bail, pending a trial in regard to the legality of the conviction.—Reuter.

#### THE DURBAR.

#### AN UNFORTUNATE FIRE.

Bombay, Dec. 4.  
Reuter's Delhi correspondent states that a fire occurred in the Coronation Camp, caused by the fusing of an electric wire. The fire ruined the camp of the Lieutenant-Governor of the Punjab, destroying five of the main reception and dining room tents.—(Reuter.)



## Ban

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Hongkong, 1st May, 1911. [2]

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TAKESHI TAKAMICHI, Manager.

Hongkong, 25th Sept., 1911. [18]

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Geo. Hogg, Manager.

77, 79, Queen's Road Central, Hongkong, 25th Sept., 1911. [18]

## Banks

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R. TIMMERSCHIEDT, Manager.

Hongkong, 9th Oct., 1911. [2]

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Hongkong, 20th Oct., 1911. [1043]

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TO LET.

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Coast, 1st July, 1911.

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Coast, 1st July, 1911.

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At Ocean

Coast, 1st July, 1911.

WANTED

At Ocean



## A BLACK SOUTH AFRICA.

The White Races Not Holding Their Own.

One wonders how many of the people in England who discuss South Africa ever attempt to picture for a moment the future of the vast sub-continent.

The accepted idea seems to be that the country will develop very much upon the lines of Australia and Canada. The assumption is that the white population in South Africa will steadily develop into a Daughters Nation, thus strengthening the Empire.

But what if the Daughters Nation is found eventually to be black? What if the white population dwindles to but a handful of landowners and overseers? What if the system of self-government inaugurated with so much enthusiasm in the latest dominion of the British Empire proves in the long run to be unworkable?

The fact that the most vital problem before South Africa is so seldom thought of in Europe may be excused by the lack of attention devoted to it even by South Africans. Politics in this country are largely opportunistic. For generations South Africa has been content to drift along, only meeting the needs of the moment. This future, it is assumed, will not be startlingly different from the past as far as dominance is concerned.

## The Real Danger.

But within the last few weeks this optimism has received a shock. The first returns of the census taken last May have been published, and it is now clearly seen that the white population is not keeping pace with the coloured.

South Africa is becoming blacker and browner. This is the hard fact which must be faced. No shirking of the question it involves can alter the evidence of the figures. The disproportion between white and coloured is increasing every year. If the Union of South Africa goes forward exactly as it has during the last seven years it will fifty years hence contain roughly three millions of whites and twelve millions of coloured people. If we take all British South Africa, and not merely the Union, the preponderance of black and brown will be far more overwhelming.

And what will become of the system of self-government under such conditions? Bearing in mind the progress of the backward races, is it certain that half a century hence twelve millions of coloured men will be content to be ruled without representation in the Legislature chosen by a few hundred thousand white men? And what place can be taken in the world—or the British Empire—by a "nation" of landlords and overseers endeavouring to control a resident black population of over twelve millions?

## Ominous Figures.

Some of the statistics revealed by the census are ominous. Contrasted with the figures of the 1904 census they revealed tendencies which must cause the gravest anxiety.

In the Cape Province—which is in area more than five times the size of England—the white male population has decreased by 16,825 in this seven years, a percentage decrease 5.28. But the native and coloured males increased by 54,340 in the same period. In 1904 the white population of the Cape formed 24.06 of the total population. Today it is only 22.75 per cent. of the whole population. And this more than two centuries of white settlement.

Taking the whole Union of South Africa, the white population increased by only 161,219 in the last seven years. But the native and coloured population increased by 821,458. In 1904 the black brown races formed 78.42 per cent. of the total population of the Union. To-day they constitute 78.55 per cent. In the Union of South Africa to-day there are only 51,336 white males more than there were seven years ago. But there are 339,030 more males in the native and coloured population.

These census returns, remember do not include Basutoland, Bechuanaland, or Rhodesia, in which the black people far outnumber the white. Nor must it be forgotten that the death-rate among the blacks is decreasing, and that in years to come their percentage increase will grow still

more rapidly. The whites in South Africa are not holding their own to-day. They are falling back. It is a tendency which more usually becomes more rapid the longer it lasts.

**Whites Losing Ground.**  
The whites are losing ground because the whole history of white colonisation in South Africa has been a record of a fatuous attempt to build up a white nation upon basis of coloured labour.

For generations a black labour policy has ruled. To-day we are beginning to see the effects of the policy. Back in the fifties of the seventeenth century, Van Riebeeck, the first Dutch Governor of the Cape of Good Hope, advocated the importation of Chinese labour for the Garden established under the shadow of Table Mountain. In all the records of Dutch Administration one finds only one high official who pleaded for the importation of white settlers instead of coloured settlers. The Dutch introduced the slaves. The English in Natal brought in Asiatic coolies—so that to-day there are more British Indians than whites in the garden colony of South Africa. Chinese were brought for the Rand mines—and when they were sent away large numbers of natives were imported from Mozambique. The Agents of the South African employers still scour half a continent for black labour. Whenever a shortage occurs the cry goes up for more coloured workers. One wonders what would happen in Lancashire if the millowners brought in a few thousand Chinese or Indians to work in the looms. But this has been South Africa's policy for years. Colour is the most desirable qualification for the worker. And the irony of all is that the very men who are bolstering up the system are always talking largely about the Great White Nation which is being built up in South Africa. Great Black Nation, if you like. But not white while present methods last. Not white when the census returns read as they do to-day.

**A Curious Fact.**  
One of the most curious things in this land of curious argument is that with all its "cheap" black labour it lives largely upon the footstuffs produced by "expensive" white labour thousands of miles overseas. South Africans will be heard declaring that white farm labourers are impossible because they are too expensive. And the very men who say so eat food stuffs grown by white men in lands six thousand miles across the sea.

Black labour is actually encouraged by the laws of the land. The operation of the Pass law in the Transvaal, the terms of the Workmen's Compensation Act, the very system of taxation—all aim at giving the employer as much cheap and easily controlled black labour as possible.

Naturally, this policy, extended over generations, has had the effect of creating in the mind of the white man a prejudice against manual labour. All rough work is "Kaffir's work," degrading to the white aristocrat. Honourable poverty, a decent subsistence upon charity, is preferable. The objection is breaking down slowly, but for years it must help those who are frankly in favour of the coloured labour system, whatever the ultimate effect from South Africa may be.

Under this policy white South Africa is going back. Whole industries are drifting into the hands of the coloured races. And unless the system which has obtained for more than two centuries is altered South Africa must become a black man's land. It may support a nation. But it will be a black and brown nation—never a white nation.

**What is Necessary.**  
It may be that any effort now will come too late. But if the attempt be made it must follow upon these lines:

1. The prohibition of the importation of any coloured labour from outside the Union of South Africa.

2. Sweeping away all the premiums now placed upon the employment of coloured labour.

3. A vigorous policy of white immigration and white settlement.

This, remember, is the vital question before South Africa. It is not whether English will rule or whether Dutch or English. It is whether or not the black man will rule both. Unless there is a change



—“And you must take Sanatogen regularly for several weeks”

This urgent advice is given by physicians every day, in every civilised country, to sufferers from Nervous Debility, Brain-fag, Lack of Vitality, Sleeplessness, Disordered Digestion, Poverty of Blood and various Wasting Diseases.

Physicians know that Sanatogen is a true scientific compound of organic phosphorus and pure concentrated proteid, forming a new substance which is eagerly and completely absorbed by the tissues and possesses unique tonic and reconstructive qualities.

## The Supreme Restorative.

Physicians can speak from experience of the great recuperative effects which Sanatogen has upon the brain, nerves, blood and muscles. They have watched its revivifying action upon people whose nervous strength has been depleted by over-work, worry or disease. They have noted how Sanatogen gives lasting benefit, how it regenerates the appetite and digestion, brings back the bloom to the cheek, replaces wakeful nights by sound refreshing sleep—in short, enables the human machinery to perform its functions so perfectly that the patient loses his depression of spirits, gains confidence and courage, and finds life again worth living.

## Fighting Malaria and Dysentery.

Apart from its value as a general tonic, Sanatogen is of the greatest service to the physician in fighting Malaria, Dysentery and other scourges of tropical climates.

On this subject, Dr. H. H. W. H., of Babugarah, United Provinces, writes:—"I have much pleasure in certifying to the value of Sanatogen in cases of Dysentery, Enteric Fever and other exhausting diseases. I have used it regularly in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owe their recovery to Sanatogen."

## Try Sanatogen To-day.

At the head offices of the manufacturers of Sanatogen there are filed more than fourteen thousand letters from practising physicians who certify to the value of Sanatogen. Truly a magnificent monument to the value of this unique tonic-food!

But no less impressive is the enthusiastic testimony of patients themselves. Thousands of well-known people in every walk of life have publicly testified to the wonderful benefits they have received from Sanatogen, and a few of their letters are reproduced here.

Begin to take Sanatogen to-day, and thus lay the foundation of new health and nerve force. You can get Sanatogen in Hong Kong from Messrs. A. S. Watson & Co.; The Sincere Co., Ltd., 215/21, Voeruev Road; and of all Chemists.

The Hon. Mr. Justice Robertson, Judge of the Supreme Court, Lahore, Punjab, writes:—"My experience with Sanatogen has been very favourable. I took it for some months during the most trying season of the year, and found it a great strengthener."

Sir Charles A. Cameron, C.B., M.D., etc., writes:—"Sanatogen is a substance of the highest nutritive value, containing as it does a large amount of organic phosphorus, in exactly the form in which it can be easily absorbed. It is an excellent nerve food."

## Mr. Shirley Treasars.

Editor of "Capital," 98, Clive Street, Calcutta, writes:—"I cannot speak too highly of Sanatogen, it not only kept me up during a sharp attack of fever, but afterwards restored me once more to full vigour. In fact, I was better and stronger after this course of Sanatogen than before the attack."

## "The Medical Times"

says:—"There is no doubt whatever that the nutrition of patients taking Sanatogen improves wonderfully, due, in all probability, to its being easy of assimilation and to the organic absorbable phosphorus which it contains."

## Sir Gilbert Parker, M.P.

the popular Novelist, writes:—"So, Carlton House Terrace, S.W.—I have used Sanatogen with extraordinary benefit. It is to my mind a true food tonic, feeding the nerves, increasing the energy, and giving fresh vigour to the over-worked body and mind."

## Prof. Dr. C. A. Ewald.

of Berlin University, writes:—"I have used Sanatogen in a number of cases, mainly of a nervous or neurasthenic origin, and have obtained excellent results."

## NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES. THE Steamship "KLEIST."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th of December, 1911, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of December, at 9.30 a.m. All claims must reach us before the 12th of December, 1911, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 30th Nov., 1911.

## TSANG KWONG COMPANY.

ELECTRICITY AND GAS CONTRACTORS.

230, Des Vaux Road Central.

## KUHN AND KOMOR. Art Curio Dealers.

## INSPECTION INVITED. A. KUHN, Proprietor.

Friday Dec. 8th 9.15 p.m.

## PHILHARMONIC CONCERT.

## BOOKING.

LANE CRAWFORD & Co.

## ANNOUNCEMENT.

## ROYAL GEORGE HOTEL, KOWLOON.

Mr. H. Kutojnes has much pleasure in informing his numerous patrons and the public in general that he will on December 1, open Public and Private Bars and Billiard Room in connection with the above Hotel, to be conducted STRICTLY ON CASH BASIS. He himself, being a direct importer of all the best kinds of Wines and Spirits, is in a much better position to retail his drinks at prices 15 to 20 per cent. cheaper than any other Hotel in the Colony, which has to make purchases locally, and therefore pay higher prices. At the same time, the high standard of Liquors supplied will be strictly maintained.

M. J. NATHAN, Manager.

Hongkong, November 28th 1911.

## Intimations

## THE GENERAL ELECTRIC CO. OF CHINA, LTD.

Telegrams "Sparkless" Telephone 518. 10, Des Vaux Rd., Hongkong.

HEAD OFFICE: 7 JINKEE ROAD, SHANGHAI.

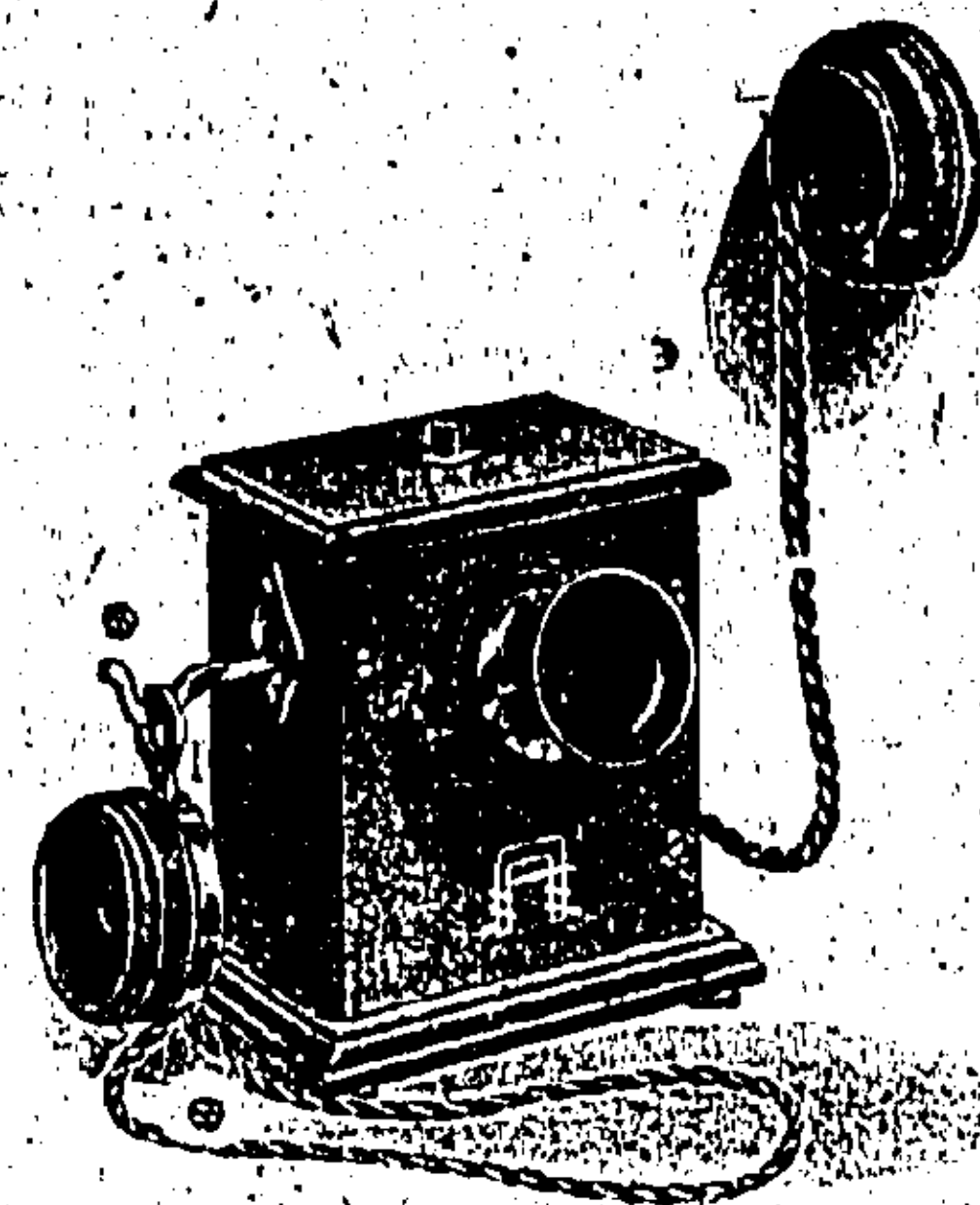
DIRECT AGENTS OF THE MANUFACTURERS

OF ALL KINDS OF

ELECTRICAL MACHINERY, APPARATUS, FITTING

ACCESSORIES, TELEPHONES, WIRES AND

Cables, &c., &c.



RETAIL SUB-AGENTS—

WM. C. JACK & CO., LTD.

1308]

14, Des Vaux Road, Hongkong.



## SHORTEST &amp; QUICKEST ROUTE

## THE FAR EAST &amp; EUROPE.

## via DAIREN.

## WINTER SCHEDULE.

(Effective from October 28, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steam Service by the S.S. "Kobe Maru" and "Saiko Maru" (each 3,477 tons) as follows:—

1st Class Fares						
\$40.00	Shanghai (Steamer) .....	Lv.			Thurs.	Sun.
	Dairen ( " ) .....	Ar.			Sat.	Tues.
	(S.M.R. Train) .....	Lv.	8.00 a.m.		Sun.	Wed.
Y14.95	Mukden ( " ) .....	Ar.	3.50 p.m.			Fri.
	( " ) .....	Lv.	4.03		"	"
Y11.50	Changchun ( " ) .....	Ar.	10.30		"	"
	(Russian Train) .....	Lv.	11.50		"	"
R9.80	Harbin ( " ) .....	Ar.	8.10 a.m.		Mon.	Thurs.
						Sat.
	Connecting at Harbin with			State Ex- press for Moscow	Wa- gon Ex- press for cow.	State Ex- press for Pet.

SOUTH BOUND.									
		Connecting at Harbin with		State Ex- press from St. Petersburg	State Ex- press from Moscow	Wagon Ex- press from Moscow			
R 9.80	{ Harbin (Russian Train)...Lv. Changchun ( " )...Ar. " (S.M.E. Train)...Lv. Mukden " " ...Ar. " " " ...Ar. Dairen " " ...Ar. " " " (Steamer) ...Lv. Shanghai " " ...Ar.	{ 12.00 a.m. • 8.40 p.m. 10.00 5.00 a.m. 5.15 1.20 p.m. Noon	Mon.	Wed.	Fri.	Tues.	Thurs.	Sat.	Sun.

\* Russian Train Time is 28 minutes faster than S.M.R. Time. For instance 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service. Express Extra Fee Y8.00 Sleeping Car Supplements Y5.00. ANTUNG-MUKDEN LINE—Opened for standard goods traffic and operating three weekly express service between Changchun and Seoul, changing at Mukden.

TICKET AGENCIES—The Company's railway and steam tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co.; the Nippon Yusen Kaisha, Shanghai; Messrs. Thos. Cook & Son; and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad. "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

## SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Ad. "Manuten" Codes: A.B.C. 5th Ed. A. 1. & Lieber's.

## FUSHUN COAL.

THE BEST STEAMING COAL IN THE FAR EAST. Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chiao, Shanghai, Hongkong, Singapore and Rangoon.

## MINING DEPARTMENT. SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Ad. "Manuten" Codes: A.B.C. 5th Ed. A. 1. & Lieber's. (1911) MITSUBISHI KAISHA LTD. High 44 14th October, 1911.











## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. Connecting with Royal Mail Atlantic Steamers. (Subject to alteration.)

From Hongkong	From St. John, N.B.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 29.
"MONTEAGLE".....Sat., Dec. 30.	1912
1912	1912
"EMPEROR OF INDIA".....Sat., Jan. 27.	"EMPEROR OF IRELAND".....Fri., Feb. 23.
"EMPEROR OF JAPAN".....Sat., Feb. 24.	"EMPEROR OF IRELAND".....Fri., Mar. 22.

S.S. "MONTEAGLE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 7 a.m. Each Trans-Pacific "Emperor" connects at Vancouver with a Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Emperor of Britain" and "Emperor of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knts, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£43. Via New York.....£45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
Kobe and Moji.....	YATSANG	Tuesday, 5th Dec., 11 a.m.
SINGAPORE, PENANG, YAMSANG & CALCUTTA.....	YATSANG	Tuesday, 5th Dec., 3 p.m.
SHANGHAI via SWATOW "KWONGSANG".....	YATSANG	Tuesday, 5th Dec., 10 a.m.
MANILA.....	YUENSANG	Saturday, 9th Dec., 2 p.m.
MANILA.....	LUONSANG	Saturday, 16th Dec., 2 p.m.
SANDAKAN.....	MAUSANG	Friday, 22nd Dec., Noon.

RETURN TOURS TO JAPAN (Occupying 21 Days).

The steamers "Kutang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Oheloo, Tientsin & Tchowwang.

† Taking Cargo on Through Bills of Lading to Kndat, Labad Datu, Simporna, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 2nd December, 1911. [8]

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"STRATHLYON".....	J. R. Shaw	8,000	November 21st.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points. For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780.

Hongkong, 26th October, 1911. [805]

NEW LINE OF STEAMERS  
TO  
SOUTH AFRICAN PORTS.

## ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:  
S.S. "DUNERO".....8,000 tons.....To be despatched end Dec.  
S.S. "KATANGA".....8,600 .....To follow  
and regularly thereafter.

For rates Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 26th August, 1911. [114]

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	HITACHI MARU, Capt. T. Yamawaki, T. 7,000 MIYASAKI MARU, Capt. T. Murai, T. 9,000 KAWACHI MARU, Capt. Petersen, T. 7,000	WEDNESDAY, 6th Dec., at Daylight. WEDNESDAY, 20th Dec., at Daylight. THURSDAY, 21st Dec., at Daylight.
VICTORIA, B.C., & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 30th Dec., from KOBE

VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, and YOKOHAMA.....	INABA MARU, Capt. S. Tomioka, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	FRIDAY, 8th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and Brisbane.....	NIKKO MARU, Capt. M. Yagi, T. 6,000 KUMANO MARU, Capt. M. Winkler, Tons 6,000	THURSDAY, 21st Dec., at Noon. FRIDAY, 19th Jan., at Noon.

Kobe & YOKOHAMA.....	IYO MARU, Capt. R. Takajo, Tons 7,000 COLOMBO MARU, Capt. J. Toranaka, T. 5,000	THURSDAY, 7th Dec., at 11 a.m. WEDNESDAY, 6th Dec., at Noon.
SHANGHAI, MOJI & KOBE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	WEDNESDAY, 20th Dec., at noon.

BOMBAY via SINGAPORE & COLOMBO.....	CEYLON MARU, Capt. H. Tazawa, T. 5,000	TUESDAY, 12th Dec.
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† Fitted with new system of wireless telegraphy.

\* Carries deck passengers. \*\* Cargo only.

NEW LINE OF STEAMERS BETWEEN  
Kobe and CALCUTTA.

Regular fortnightly services from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong: "JINSEN MARU".....Tons 4,000...Capt. Machida...Dec. 2nd.

## 1912 PASSENGER SEASON 1912

## FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	F. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. C. Moses	Mar. 27th.
KAGA MARU	7,000	M. Hagino	Apr. 10th.
ATSUTA MARU	9,000	Wm. Thompson	Apr. 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Murai	May 22nd.

## FOR SEATTLE.

INABA MARU	7,000	S. Tomioka	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 26th.
SANUKI MARU	7,000	T. Iriawa	Apr. 8th.
AWA MARU	7,000	S. Tomioka	Apr. 23rd.
INABA MARU	7,000	S. Tomioka	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chate Road.

T. KUSUMOTO, Manager. [5]

CHINA NAVIGATION  
CO. LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI.....	"LINX".....	2nd " midnight.
SWATOW, AMOY and SHANGHAI.....	"PAKHAI".....	3rd " Daylight.
MANILA, OEBU & ILOILO.....	"KAIFONG".....	5th " 4 p.m.
HOIHOW & HAIPHONG.....	"SUNGKIANG".....	7th " 10 a.m.
SHANGHAI.....	"CHINHUA".....	7th " 4 p.m.
SHANGHAI.....	"ANBU".....	9th " midnight.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin crew Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Linan, Chinkiang), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to HENDERFIELD & SWIRE, Agents. Telephone No. 38. Hongkong, 1st December, 1911. [4]

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Dortmund ..... 5th Dec.

„ Sagovia ..... 14th Dec.

„ Sillesia ..... 27th Dec.

„ Ambria ..... 10th Jan.

„ Goldenfels ..... 24th Jan.

## HOMEWARD.

For Havre, Bremen & Hamburg:

S.S. "Slavonia" ..... 7th Dec.

For Rotterdam, Hamburg & Antwerp:

S.S. "Sithonia" ..... 10th Dec.

For Marseilles, Havre & Hamburg:

S.S. "Andalusia" ..... 18th Dec.

For Havre & Hamburg:

S.S. "Brandia" ..... 20th Dec.

For Rotterdam & Hamburg:

S.S. "Brasil" ..... 30th Dec.

For Havre, Bremen & Hamburg:

S.S. "Dortmund" ..... 6th Jan.

For Havre & Hamburg:

S.S. "Sagovia" ..... 17th Jan.

For Marseilles, Havre & Hamburg:

S.S. "Liberia" ..... 20th Jan.

For Further Particulars, apply to

Hamburg-Amerika Linie,

Hongkong Office.

Hongkong, 17th November, 1911. [956]

HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	4000	S. Grosby	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 9th Dec., 4 p.m.
ZAFIRO.....	4000	M. O. Smith	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 20th Nov., 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 2nd December, 1911. [14]

## A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOL.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Freight and Passage, apply to

A. R. MARTY,

24, Des Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911. [1098]

THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN.....	6th Dec.	Saturday, Dec. 11.
ALDENHAM.....	18th Dec.	" Dec. 9.
EMPIRE.....		" Jan. 6.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents. [967]

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG: (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Nippon Maru".....	11,000	A. G. Stevens	Dec. 22nd, Noon.
S.S. "Tenyo Maru".....	21,000	E. Bent	Dec. 29th, Noon.
S.S. "Shinyo Maru".....	21,000	H. E. Smith	Jan. 19th, Noon.
S.S. "Chiyo Maru".....	21,000	W. W. Green	Feb. 16th, Noon.

These steamers are equipped with Turbine Engines and Triple Boilers. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer TENYO MARU will be despatched for San Francisco via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 29th December, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" 11,000 tons Capt. A. G. Stevens will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Friday 22nd December at noon.

Only Regular Direct Service to American, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

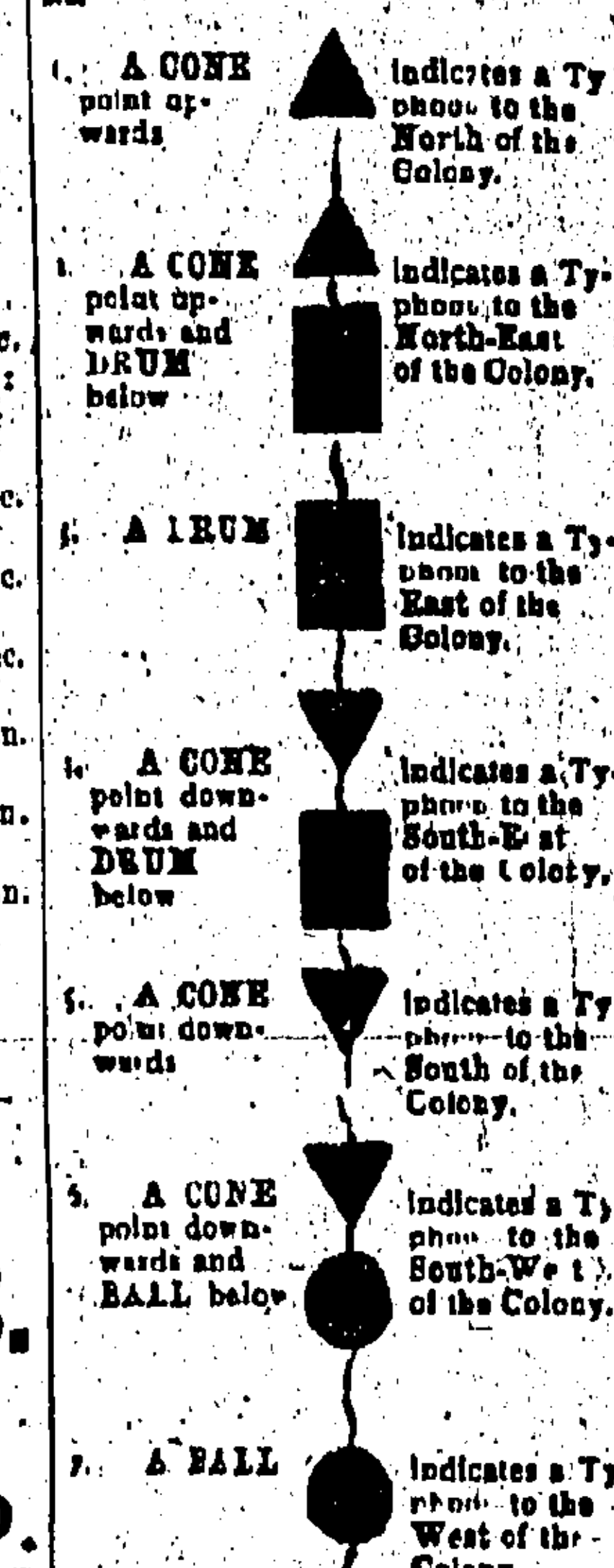
Steamer	Tons	Date of Sailing
Hongkong Maru.....	11,000	Wednesday, Dec. 13, Noon.
Kiyo Maru.....	17,500	Tuesday, Feb. 11, Noon.

Further details on steamships, rates, and other information, apply to the Agents, K. MATSUDA, Agents, KINTS BUILDING, PRAYA ST., P.O. [114]

WEATHER-FORCAST AND  
STORM-WARINGS ISSUED  
FROM THE HONGKONG  
OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signal indicates that the centre is believed to be more than 500 miles away from the Colony.

Black Signal indicates that the centre is believed to be less than 500 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in positions or are moving in such directions that the information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

EXPOSED SIGNAL.

In addition to the above, when it is expected that the wind may increase to all typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 500 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that the wind may be expected to increase to all typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by the signal being as published by signal.

These Night Signals will be exhibited on the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.



POST OFFICE  
NOTICES.

**SPECIAL NOTICE.**—Until further notice parcels for the undermentioned places in China will NOT be accepted for transmission through the post:—Hupoh-Suehuen, Kweichow and Hunan.

## MAIL EXPECTED

ENGLISH Mail, per s.s. Himalaya, Dec. 7, 8 a.m.

## MAILS CLOSING.

MONDAY, Dec. 4.—  
Kobe and Moji, s.s. Yntshing, 5 p.m.

TUESDAY, Dec. 5.—  
Europe, s.s. Tourane, 11 a.m.  
Singapore, Penang and Calcutta, s.s. Nansang, 2 p.m.  
Swatow, etc., s.s. Haiching, 10 a.m.  
Manila, etc., s.s. Haifong, 3 p.m.  
Shanghai, s.s. Kwongsang, 9 a.m.  
Shanghai, Japan and Canada, s.s. Otricio, 3 p.m.  
Haifong and Pakhoi, s.s. Hanoi, 10 a.m.

WEDNESDAY, Dec. 6.—  
Swatow, s.s. Hainan, 10 a.m.  
Fort Bayard and Haiphong, s.s. Kikang, 8 a.m.

THURSDAY, Dec. 7.—  
Shanghai, s.s. Chihhua, 5 p.m.  
Haiphong and Haiphong, s.s. Sungking, 9 a.m.  
Cheribon, etc., s.s. Tjipnar, 11 a.m.

FRIDAY, Dec. 8.—  
Shanghai, Japan and Seattle, s.s. Inaba Maru, 11 a.m.  
Swatow, etc., s.s. Haiyang, 10 a.m.

SATURDAY, Dec. 9.—  
Manila, etc., s.s. Rubi, 3 p.m.  
Australia, s.s. Aldenham, 10 a.m.  
Manila, etc., s.s. Yuensang, 1 p.m.

WEDNESDAY, Dec. 13.—  
Japan and South America, s.s. Hongkong Maru, 10 a.m.  
Europe, s.s. Ronan, 11 a.m.

MONDAY, Dec. 11.—  
Australian ports, s.s. Eastern, 11 a.m.

SATURDAY, Dec. 16.—  
Shanghai and Frisco, s.s. Mongolia, noon.  
(S.M.) Shanghai, s.s. Anhui, 1 p.m.  
Manila, s.s. Loongsang, 1 p.m.

FRIDAY, Dec. 22.—  
Sandakan, s.s. Mansang, 11 a.m.

SATURDAY, Dec. 30.—  
Manila and Australian ports, s.s. Prinz Sigismund, 9 a.m.

## SHIPPING LAWS.

## ARRIVALS.

December 2.  
Dagui, for Hongkong.  
Chingkiang, for Hongkong.  
Eolippe, for Manila.  
Binh Thuan, for Hongkong.  
Bellerophon, for Manila.  
Hainan, for Swatow.  
Dorwent, for Saigon.  
Daigi Maru, for Swatow.  
Fai, for Haiphong.  
Catherine Apcar, for Singapore.  
Loongsang, for Manila.  
Signal, for Haiphong.  
Fukui Maru, for Moji.  
Asahi Maru, for Dairen.  
Shinkoku Maru, for Moji.  
Pakhoi, for Amoy.  
Kutsang, for Shanghai.  
Indramayo, for Singapore.  
Linen, for Shanghai.

December 3.  
Arrivals from China: Kamao and Linlin.  
The following have passed the Canal: Caledonia, Prinz Eitel Friedrich, and Telemachus.  
London, November 28.  
Arrival from China: Tranquebar.  
The following have passed the Canal: Glenloghan, Hiron Maru, St. Patrick, Atrous, and Lovat.  
London, December 1, 1911.  
Arrivals from China: Prinz Eitel Friedrich, Suevia and Rhodus.  
The following have passed the Canal: Dolgravia, Dardanus, Ernest Simons, Kanagawa Maru, Nyansa, Siam, Silesia, Sumatra and Kibito.  
FRENCH MAIL.  
The s.s. Australian, with the French mail of the 5th ult., and mails from London of the 4th ult., had left Saigon on Friday, and is expected to arrive here on Monday, the 4th inst., and will leave most likely for Shanghai, Kobe and Yokohama on Tuesday.

## ENGLISH MAIL.

The s.s. Himalaya left Singapore for Hongkong on Dec. 2 with the outward English mails, and is due here on Dec. 7.

## AMERICAN MAIL.

The s.s. Mongolia sailed from Yokohama on November 26 for Hongkong and is scheduled to arrive at Hongkong on December 8.

The s.s. Persia sailed from San Francisco on Nov. 29 for Hongkong via Hongkong, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on December 27.

The s.s. Nippon Maru is due here about Dec. 12 from San Francisco. The s.s. Tenyo Maru is due here about Dec. 19 from San Francisco.

## AUSTRALIAN MAIL.

The s.s. Empire left Sydney on Nov. 28 for this port, via Queen's land ports, Port Darwin and Manila. The s.s. Prinz Sigismund left Sydney on Nov. 18, and is due to arrive here on or about Dec. 10.

The s.s. Prinz Waldemar, which left Hongkong on Nov. 4, arrived at Sydney on November 27.

The s.s. Kumano Maru (Australian line) left Sydney for this port on Nov. 29, and is expected here on Dec. 18.

## MERCHANT STEAMERS.

The s.s. Kiyo Maru left Valparaiso on Nov. 15 for Hongkong, and is expected to arrive here on or about February 3, 1912.

The s.s. Namur will leave for London and Antwerp on Nov. 30.

The s.s. Kumsang left Calcutta for Hongkong on Nov. 21, and is due here about Dec. 7.

The s.s. Korea, which was dispatched from this port on October 28, arrived at San Francisco on Nov. 14.

The s.s. Syria left Singapore for this port on Nov. 28, and is due here on Dec. 4.

The s.s. Atholl left Singapore for this port on Nov. 23 for Hongkong, and is due here on Dec. 4.

The s.s. Colombo Maru (Bombay line) left Singapore for this port on Nov. 30, and is expected here on Dec. 6.

The s.s. Iyo Maru (European line) left Singapore for this port on Nov. 30, and is expected here on Dec. 12.

The s.s. Hitachi Maru (European line) left Shanghai for this port on Dec. 1, and is expected here on Dec. 4.

The s.s. Kirin Maru (Calcutta line) left Calcutta for this port on Nov. 30, and is expected here on Dec. 19.

The s.s. Nore is expected to arrive at Penang on Dec. 5.

The s.s. Poona left Singapore for Hongkong on Dec. 1, and is due here on Dec. 7.

The s.s. Shinyo Maru arrived at San Francisco on Nov. 30.

The s.s. Chiyo Maru left Hongkong on Dec. 1 for San Francisco.

The s.s. Kiyo left Calcutta on Dec. 2 for Hongkong, and is due here about Feb. 3.

The s.s. Bujo Maru left Salina Cruz on Dec. 2 for Peruvian and Chilean ports.

## PASSENGERS.

## EXPECTED

Per s.s. Australian, due Dec. 4, for Hongkong:—  
Mr. & Mrs. Henry  
Mr. & Mrs. Le Bas Ickmann,  
Mr. Lohr,  
Mr. Manin,  
Mr. Kahn,  
Mr. Bernard,  
Mr. Hablitzel,  
Rev. Father Gabardi,  
Rev. Parnardini,  
Rev. Pedrazoni,  
Mr. Chatteau,  
Mrs. Le Breton,  
Mr. & Mrs. Rumscher.  
For Yokohama:—  
Mr. Chollot,  
Vicount Villiers troupe,  
Prince Chikara,  
Mr. Harvieu,  
Mrs. Quang Ki Tsang and baby,  
Mr. Guilgong,  
Mr. Goldenberg,  
Mr. Laimon,  
Mr. Vercy,  
Mr. Wang.

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 30th April, 1911.

J. H. TAGGART, Manager.

## GRAND HOTEL.

Telephone 197.

MANAGEMENT &amp; CUISINE UNDER EUROPEAN MANAGEMENT

857

F. REICHMANN, Proprietor.

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)  
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Bath, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists. Under Personal Supervision of

L. GAMEAU,

Proprietor.

Telephone, 170

N. BLUMENTHAL,

Manager.

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## OPEN AIR SKATING RINK

## BELLE VIEW HOTEL.

Telephone No. 907.

SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER,

Manager.

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## HOTEL CRAIGIEBURN.

PLUNKET'S GAP.

The Peak,

near the Tram Terminus.

Tel. 16.

For Terms, apply to the

MANAGER.

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## HOTEL LISTS.

## HONGKONG HOTELS.

Acheson, J. Lampman, Mr. &amp; Mrs. H. A.

Baldwin, Mr. &amp; Mrs. H. A.

Mrs. A. H. Law, J.

Barrett, Mr. &amp; Mrs. Lennette, B.

Bazgold, T. O. S. Leal, F. J.

Brown, E. A. Lundy, Mrs. S. D.

Bunier, W. O. Luttrichhaus, P.

Bilvers, P. T. Lyall, Dr. and Mrs.

Christiansen, Mrs. Marriott, Dr. O.

and baby Massey, Miss K.

Clare, W. E. A.

Condon, H. L. Mitchelmore, E. V.

Davis, Mr. &amp; Mrs. Mearck, J.

L. Kinnard Moulder, and Mr.

David, James Mrs. A. B.

Douglas, Robert Mosser, L.

D'Oettinge, V. Newman, E.

Dorland, L. Norden, J.

W. W. C. Pearce, Dr. and

Drummond, Mr. &amp; Mrs. W.

Mrs. Pinckney, H. P.

Eames, E. J. W. Porter, S.

Fisher, H. G. Potter, T. B.

Forrester, J. Potter, A. M. Miss

Faller, Denman Plimpton, Dr. and

Fife, A. A. Mrs. Ray, E. H.

Garrow, H. Raymond, E. M.

Cubier, R. Ray, Miss F.

Goulbourn, V. Reay, Mrs. F.

Gould, Mr. &amp; Mrs. Reeder, Mr. and

Joseph Miss O.

Hale, Mr. &amp; Mrs. Robbins, F. L.

B. A. Borod, D. Mr. &amp; Mrs.

Hall, Capt. T. P. Mrs.

Hannibal, Mr. and Mrs. B. V.

Harrison, A. Shalton-Hooper,

Harvey, C. L. Mr. A.

Hewitt, Hon. Mr. Sibley, J. C.

and Mrs. E. A. Solomon, E. H.

Holmes, H. Spalding, Dr. and

Hoogh, Dr. S. Mrs. A. D. and

Hunter, Capt. Mrs. Infant

and 3 children Spittle, J.

Hakman, Mr. and Mrs. W.

Mrs. M. Stalper, L. and

Hurtado, Mr. and Mrs. C. E.

Mrs. E. L. Sutherland, P. D.

Innes, Capt. R. Vollbrecht, Mr. and

James, P. S. Mrs. E.

Joseph, R. M. Wigner, Mr. and

Johnson, F. R. Mrs. O.

Knapp, W. B. Warren, E. J.

Kraus, Dr. and Mrs. E. J.

Lack, G. M. Watson, E. J.

Lack, G. M. Watson, E. J.

Lack, G. M. Watson, E. J.

Lack, G. M. Watson, E. J.

## GRAND HOTEL.

Bates, F. L. Martin, J. N.

Belkanger, S. Maxwell, W.

Brett, Mr. &amp; Mrs. Muller, W. H. J.

C. H. Nanninge, P. W.

Ole, Mr. &amp; Mrs. L.

A. B. Nordahl, G.

Elphinstone, F. Osborn, H. J. K.

as, B. Pattison, W.

Jensen, H. Perkins, Mr. and

Jorgens, Mr. and Mrs. E. and

Mrs. and child children

Key, Dr. F. Pringle, J. W. Jr.

Kingham, J. B. Taylor, B.

Kunnersholt, R. Van Vongen, C.

Lentz, F. P. Watling, H.

Lynch, J. O. Verben, A.

Manhoff, N.

or A. Hansa, J. W. A.

Baughman, B. J. Hermann, O.

Boone, T. B. Jeffery, A. S.

Boultanger, Miss S. Lane, Mrs. S. B.

B. Laploque, P. A.

Brookshaw, H. Lanthier, J. P.

Brooks, T. S. Lugbill, V.

Brown, J. Mackey, Wm. C.

Buchanan, Mrs. W. Morris, Mrs. K.

C. de

Burns, L. E. Minto, di Oriolo

Chouquet, Mr. and V. P.

Mrs. J. Nariso, L. A.

Chouquet, Miss Nariso, J. A.

Connor, Mr. and Nariso, J.

Mrs. W. M. Newman, H. J.

Cox, E. W. Owen Capt. J. B.

J'Orlando, V. P. Pobergaur, B.

Musso

Duclos, Mr. &amp; Mrs. Rader, W.

P. Rihault, L.

Durocher Sarthein, M.

Edwards, C. R. Selmitt, O. A.

Wong, Mr. Wang Kang-shan

and Mrs. Slettingrud, A.

or A. Hansa, J. W. A.

Baughman, B. J. Hermann, O.

Boone, T. B. Jeffery, A. S.

Boultanger, Miss S. Lane, Mrs. S. B.

B. Laploque, P. A.

Brookshaw, H. Lanthier, J. P.

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Edwards, C. R. Selmitt, O. A.

Wong, Mr. Wang Kang-shan

## SHARE REPORT.

BANKS. CLOSING. LAST DIVIDEND AND DATE.

STOCKS & PAID UP VALUE.	CLOSING QUOTES.	LAST DIVIDEND AND DATE.
MARINE INSURANCE.		
Hongkong & Shanghai	\$125	Interim dividend of \$2 per share at exchange 1/31 - \$2.32 for year ending 30th June 1911
National Bank	25	In Liquidation
Canton	25	\$16 for 1910
North China	25	Interim of 10/- for 1910
Union	100	Final of \$20 making \$50 for 1909 and Interim of \$30 for 1910
Yangtze	250	\$12 for 1909 and Int. of \$8 on account of 1910
FIRE INSURANCE.		
China Fire	250	\$7 & b's of \$2 for 1909
Hongkong Fire	250	\$27 for 1909
SHIPPING.		
China & Manilla	225	\$1 for 1906
Douglas Steamships	250	5 p.a. for year end'g 30-6-11
Steamboats	15	Dividend of \$1 1/2 for half year ending 30-6-11
Indo-China	25	2% final making 6% for 1908 0% div. for 1909 on preferred shares
(Preferred)	25	1/- per share Coupon No. 15 2/8 per share Coupon No. 16 for 1910
(Deferred)	25	Div. 7 p. c. for year end-Bon. 5 p. c. - Aug. 30-4-11
"Shell" Transports	25	\$10 for 1910
"Star Ferry"	10	\$3 for 1897
REFINERIES.		
China Sugars	100	Interim of 1/- on account for year ending 28-2-11 (Coupon No. 16)
Luzon Sugars	100	1s. 2d. per share on 150,000
MINING.		
Chinese Engineering	25	\$3 for year ending 31.12.10
Tronohs	25	\$1 interim dividend for year to 30th June 1911
Ranba	25	The 2% for 1910
Docks, Wharves, & Godowns	25	Final of The. 4 for 1910
Kowloon Wharves	25	The. 6 2/3-2-10
H. K. & W. P. Docks	25	\$8 on old shares; \$1.50 on new shares for half year 31-12-10
Shanghai Docks	25	Interim div. of \$3 1/4 for 1911
Hongkong Wharves	25	45 cents for 1910
LANDS, HOTELS & BUILDINGS.		\$2 1/2 for 1910
Anglo French Lands	25	5% for half year to 30-6-11
Hongkong Hotels	25	Interim div. of \$2 for 1911
Hongkong Lands	100	15 per cent. for 1910
Humphreys Estates	10	T4 for year ended 31-10-10
Kowloon Lands	25	T7 for year ended 20-12-10
Shanghai Lands	25	50 cents 31-7-08
West Point	25	\$1 for 1910
Manila M'pole Hotel	25	
COTTON MILLS.		
Ewas	25	60 cents for 1910
Hongkong Cottons	10	\$1.25 for year end'g 31-7-11
MISCELLANEOUS.		
China-Borneo	25	Interim of 15 cents per share for 1910
Light and Power	10	\$1.20 per share and b's of 10 cents
Do. (Spec. shares)	25	\$2 interim for half year ended 30th June 1911
China Providents	10	\$1 interim account 1911
Dairy Farms	25	(Special bonus T.2 15-1-11)
Green Islands	10	Interim div. T.1 15-8-11
Hongkong Electric	10	Interim div. T.1 15-6-11
Hongkong Ice	25	Interim div. T.1 15-9-11
Hongkong Ropes	10	None
Langkats	25	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-11
Morning Post	25	None
Peak Tramway	10	\$1.50 for 1910
Do. (new)	25	First year.
Phillips Line	10	
H. Price & Co., Ltd.	10	No dividend this year
Societe des Preferees	250	50 cts. for year end'g 30-5-1
Pulpes at paid up	250	
Papierettes		
du Tonkin	Benefit	
Shanghai-Sumatra	T. 20	15 per cent. per ordinary share for year ended 31-5-1911
Steam Laundry	25	5 per cent. for year ending 31-12-1910
United Asbestos Oriental Agency, Ltd.	10	10 per cent. for year ending 31-7-10
United Asbestos Founders Shares	10	20 cents for 1910
Union Waterboat	10	
Weismann, Ltd.	10	
Watson	10	
William Powell	10	



